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THE NEW YORK HERALD was founded by James Gordon Bennett in 1835. It remained the sole property of its founder until his death, in 1872, when his son, also James Gordon Bennett, succeeded to the ownership of the paper, which remained in his hands until his death, in 1918. THE HERALD became the property of Frank A. Munsey, its present owner, in 1920.

TUESDAY, OCTOBER 4, 1921.

The Two and a Half Millions.

When the census man tells us that 2,531,637 New Yorkers work every day it is easy to understand the huge figures of subway, elevated and surface railroad traffic. It is easy to understand also the great interest that the public has in the effort of the Transit Commission to bring out of the present transportation chaos one great, unified system of city railroads; a system of one company, one fare and good service at the lowest possible cost.

What is not easy to understand—and the public neither understands nor forgives it—is the clownish attitude of Tammany Hall's creatures in office. The Bruckner, Connolly and Riegelmann type of borough statesman hurried to denounce the plan of transit rehabilitation. Not that one of them had any constructive criticism to offer; but as the plan had been made possible by a Republican Governor and carried out by a non-partisan board which did not take orders from Fourteenth Street it must be denounced!

The critics of the Bruckner-Connolly-Riegelmann type don't have to get to work at 8 or 9 o'clock in the morning. They are not of the two and a half millions. The solution of the great transit problem by the plan which McANENY, HARKNESS and O'RYAN have drawn would not affect the comfort of these Tammany officeholders. They personally do not care whether there is real rapid transit or not. But they denounce an intelligent attempt at transit reconstruction because, with HYLAN, they have been screaming that they, and they only, stood for a five cent fare. They said nothing about the transfers that have raised the fare to an average of six cents.

When it is made plain that the roads can be unified and the millions of workers carried for a single fare that is unlikely ever to be more than five cents all the Tammany borough statesmen can do is to jeer.

But when the two and a half millions of workers have thought over the Transit Commission's programme of comfort and economy and contrasted it with the Tammany failure to accomplish anything with the railroads those same voters are likely to express their views emphatically at the polls five weeks from to-day.

Locality and Genius.

Much light has been thrown on the development of individual characteristics through the influence of heredity by the eugenics congress which has been in session at the Museum of Natural History, yet it may be questioned whether a wider range of investigation than merely into parenthood would not add considerably to our knowledge of the subject under discussion. For instance, locality has to do with personal qualities, especially the higher attributes.

Climate has some influence on this development. Neither the frigid polar regions nor the torrid equatorial zones are likely to build up distinctive character. The former are too rigorous, the latter too languorous. But, aside entirely from temperate climates, certain districts seem to foster peculiar talents. Italy, for instance, is famous for her sculpture, France for painting. Transplanted to other countries both Italians and French appear to lose somewhat of their artistic powers.

Austria's acquisition of the territory of Burgenland, between the Raab and the Leitha, calls attention to a very striking instance of this influence of locality. Although Austria-Hungary was noted especially as a land of the dance and music, these attainments seem to have been concentrated in the little district of Burgenland, an area of about 1,700 square miles.

DR. HANS RICHTER, the great interpreter of WAGNER, was born at Raab. JOSEPH JOACHIM, king of violinists, came from Kittsee and FRANZ LISZT, the pianist, from Raiding, near Oedenburg. HAYDN, the composer, was born at Rohran, close to the Burgenland frontier, and spent a great part of his life at Esterhaz and Eisenstadt, the country seats of the Esterhazy family in that favored land. One may add to these the names of JOHANN NEPOMUK HUMMEL, the pianist, from nearby Pressburg; ADAM OESER, of whom GOETHE and WINCKELMANN were pupils, and many others celebrated in musical arts among the sons of Burgenland.

That the birth of all these famous musicians in this little district, equal to an area of less than forty-two miles square, can be a mere coincidence is hardly possible. Other favored parts of the earth occasionally exhibit similar phenomena. Surely here is something worthy of investigation by students of eugenics.

Railroad Consolidations.

Certain obstacles to railroad consolidations, many or few, must be overcome before any scheme can be put into effect. The transportation act provides that no consolidation shall take place without the consent of the interested railroads. It seems unlikely that strong roads will assume without protest the burden of weaker links which formerly were competitive lines. The very weakness of the weaker roads was an asset to the stronger ones, because the latter carriers were saved the trouble and expense of serving unprofitable territory.

Before the rate making power passed to the Interstate Commerce Commission the weaker roads possessed a partial remedy for their ills because they could raise tariffs in some places to make up part of the losses in others. Now that compensation is gone. They are real orphans.

Another troublesome problem is the collective use of terminals. How far this may impede the proposed consolidations is a question. The summary action of the Government during the war proved the advantage of concentrating traffic at the best terminals. But it did not serve to encourage railroad managers, who saw their years of work and planning turned to the benefit of competitors. The broader interests of the public demand first consideration in the railroad mergers. But the need for encouraging initiative and farsightedness among railroad managers cannot be ignored.

Besides this, there is the opposition of shippers to be reckoned with. Many thousands of industrial plants in all parts of the country owe their very existence to some advantage of rates or geographical situation which renders competition well nigh impossible.

If such obstacles and others which are bound to crop up at the hearings should diminish the chance for voluntary mergers, a further enabling act giving the Interstate Commerce Commission enforcement powers would be necessary. This is the plan followed in England, where all railways are to be merged into four great groups, voluntarily if possible, but with a provision that after three years an amalgamation tribunal will be set up to complete the work of consolidation.

The New German Census.

Germany has just made public the count of her population, a work upon which she has for some time been engaged with characteristic German patience and thoroughness. She was the first of the belligerent countries to undertake an after war census, having begun this work in October, 1919, less than a year after the signing of the armistice at Senlis, and the earliest tabulation of the results was published only a few days ago by the Census Bureau.

These results have an unusual interest in that, in the first place, they furnish an exact answer to the perplexing question of how in the matter of population Germany emerged from the world war. In the next place, they offer the first satisfactory data for determining the effect of the four years of hostilities on the child life of the country, on the decrease of the male population in one of the principal nations in the war and on the heavy proportionate increase of the female population.

The comparisons are made between the census begun in October, 1919, and the last preceding general census, which was taken in 1910. Taking the figures of these two years and making due allowance for the loss of German territory in Alsace-Lorraine, the Ruhr district and East and West Prussia, we have a population in 1919 of 60,412,084, as against 60,100,000 in 1910. This means that in these eight and three-fourths years the increase in the German population was in round numbers only 300,000, which is only one-half of 1 per cent. increase as against an increase in the preceding ten years, from 1900 to 1910, of 16 per cent.

Naturally none of the German States has shown much increase, but one of them, Saxony, has made a notable decrease. Berlin and Dresden have not grown very much in population. As a general thing, however, Germany displays much the same tendency as France, England and America in that most of the cities have grown at the expense of the surrounding villages and rural districts.

But the most marked change comes in contrasting the figures of the two periods as regards the constitution of the population. In 1910 the female population showed an excess of 800,000 over the male population; in 1919 this excess had grown to 2,800,000. Roughly speaking the actual number of males had fallen off over 1,000,000 while the females had risen by about the same number. This ratio of increase in the female population is higher than that in Great Britain, perhaps as high as that in any other European country.

Another interesting feature of the comparison of the two periods is contained in the statement that in 1910 more than 52 per cent. of the population of Germany was under 25 years of age while in 1919 the 52 per cent. was over 25 years of age. "It is a case not of females in excess but of women in excess, and, moreover, of women at the vital age from the population point of view."

The aged are proportionately more numerous, the very young much less numerous. The result is that the vitality of the nation has been impaired and for some time to come there will be a fall in the number of births and birth rates as compared with the years before the war. Upon this condition a commentator in the London *Times* says:

> "Apart from these the direct effects of the war will be written plainly on the population for half a century at least. Ten years hence the dearth of children under 5 will have become a dearth of schoolboys and school girls of from 10 to 15 years old; twenty years hence of young men and women of 20 to 25, and so on at each successive census until we have neared the beginning of another century."

This represents conditions which followed the Napoleonic war. The balance in the population will be eventually restored, but not for many years to come.

Hylan's Great School Policy.

In a speech on Sunday Mayor HYLAN referred to the school policy of his administration as "the greatest ever undertaken in this or any other city in the world."

In September, 1917, the last autumn of Mayor JOHN PURROY MITCHEL's term, the number of part time pupils in the New York schools was 34,431. Mayor MITCHEL had slowly but steadily reduced the number in his four years.

Last month, after four years of Hylanism, the part time pupils numbered more than 126,000. In each year of HYLAN's administration 23,000 more children, on the average, were put on part time.

If that is the result of the greatest school policy ever undertaken in the world, Heaven help the poor old world and its children!

Married to His Motor.

A Brooklyn wife bases her suit for a separation on the ground that her husband spent four-fifths of his waking hours tinkering with his motor car. This is not a new vice, although this is perhaps the first time that it has led toward the legal parting of married folk.

The habit of trying to improve on the automobile manufacturer grew with the rise of the car. Owners whose passion for mechanics had been inhibited for years found an outlet for it at last. Dawn, sundown, Sundays and holidays found the tinker tinkering. For every hour he drove he tinkered twelve.

In the earliest days of motor cars the carbureter was the favorite victim of the mechanical maniac. If he had neglected to put oil in the crank case or gasolene in the tank or air in the tires and the car went badly or not at all, the carbureter had to be adjusted. He primed, flooded, drained and doctored it. And years after carbureters were made so well that the owners could disregard their existence the maniac went on "adjusting."

There is always something about an automobile that an earnest man can find to fool with. If he tires of playing with the carbureter there are the commutator, the magneto, the battery, a wilderness of transmission, a jungle of wires, a row of spark plugs, a goodly company of valves.

How many Sundays the inveterate tinker has spoiled for his family! They sit, lunch box at hand, ready for the dash into the hills. But the man, armed with wrench, screwdriver, pliers, oil can and whatnot, is engaged in his weekly attack on the morale of the helpless car. Nature may be wonderful, but machinery is marvellous.

Cautious girls will say to applicants for their hand: "Are you content to let our automobile run as the maker intended it to, or are you one of those tireless tinkers?"

Luck of the Beginner.

That Dame Fortune plays favorites now and then is shown by the manner in which she sometimes showers her gifts into the laps of beginners. Striking examples of this are found in the racing world this season in England and this country.

MARSHALL FIELD of Chicago bought the filly Golden Corn, by Golden Sun, a year ago, and she was recently acclaimed the best two-year-old on the English turf when she won the Champagne Stakes, one of the historic tests of the autumn racing. Her sire is by Sundridge and her dam is a half sister to Corn Tassel, the Santoi gelding imported by R. T. WILSON, JR., which won the Suburban Handicap in 1917 at Belmont Park.

To make matters better the fickle goddess guided the agent of the young American whose first venture it was on the turf still further along the pathway of success when he selected the colt Cistercian, considered a youngster of great promise and a contender in some of the three-year-old classics of 1922. Golden Corn's engagements next season include the early classics for fillies—the Oaks and the One Thousand Guineas.

Mr. FIELD's good fortune is paralleled by that of BENJAMIN BLOCK of this city, who owns the crack two-year-old Morvich. The son of Runnymede was his first venture in racing and he could quit to-morrow with a profit of more than $135,000 on his investment, as the colt's earnings to date amount to nearly $74,000 and there are several sportsmen who would be glad to give $100,000 or more for Morvich. The horse represents an original investment of $3,750 for a one-half interest and later on $30,000 for the half held by the trainer FRED BURLEW.

Mr. FIELD has been a liberal buyer at the English sales of yearlings in the last six weeks. It is to be hoped that he will bring some of them to the United States instead of racing exclusively in England and France. The growing stable of Mr. FIELD and that of A. K. MACOMBER would be welcome acquisitions to the American turf, which needs for its existence the periodical introduction of new blood.

He Taught a Nation to Smile.

The Bulgarian national poet, IVAN VAZOFF, died a few days ago at his home in Sofia, and the whole of Bulgaria is in mourning for him. To his own nation he was the greatest contemporary poet not only of the Bulgarian people but of the Slavic race. Serbia perhaps would question this, as would also Russia under any other conditions than those of the present Soviet rule. Many of VAZOFF's works have been translated into English and his best novel, "Pod Igoto" ("Under the Yoke"), has been widely read in Europe and America, an unusual distinction for a Bulgarian author.

VAZOFF could hardly be considered the greatest of Bulgarian writers. PETKO SLAVEIKOFF, who died a quarter of a century ago, moulded the modern poetical language and exercised a strong influence on the nation by his patriotic and satirical poems. GEORGE RAKOVSKI and CHRISTO BOTEFF were also much read in Slavic countries. But the Bulgarian writer, whether novelist or poet, wrote to a very great extent to the temper of the Bulgarian people, and his themes were drawn frequently from Bulgar heroic lore and folk tales. While many of these came down by spoken words from generation to generation, as did also the Serb lore, they lacked the delicacy and finish of the Homeric legends of the Serbians as sung by their wandering minstrels to the strumming of the Serb national musical instrument, the gusla.

The six centuries of Turkish oppression seems to have cut deeply into the Bulgarians' spirit. It made them hard and severe; it gave to their mystery stories an element of uncanniness and repugnance and to much of their heroic lore an air of suffering and cruelty. The modern wife beater was mildness itself in comparison with the atrocious offences in ballads of Bulgar domesticity. Professional minstrels used to detail the hideous punishment meted out to a childless wife, a lover would tell how he killed his sweetheart because his companions made sport of him for some flaw in her comeliness and a returned warrior would exult over the number of wives and children he had made widows and orphans. Perhaps in no other national literature was there such a lack of tenderness and lightness and such a curious excess of ruthlessness.

VAZOFF struck a new note in his writing; he took away some of the moroseness and drabness of the Bulgar's life and he made him a less morbid character. He had been a soldier and a revolutionary; much of his writing was done while he was an exile, and he looked on the Bulgar with the eyes of the world. VAZOFF was in no respect a humorous writer, but he made the Bulgar smile and he initiated him into new mysteries of humanity and proved to him that he had a sense of humor. A man who could do that for a nation deserved well of it and VAZOFF was entitled to the intense affection in which he is held.

A Chicago man offers $1,000 to anybody who will prove to him that the earth is round. What a country this is, where a man who thinks the earth is flat can accumulate so much money!

Congress has passed a bill permitting the Cincinnati post office to cancel mail with the stirring announcement "Public Health Exposition, Cincinnati, October 5"; another, giving similar publicity to Omaha's International Aero Congress, and a third to the likely village of Michigan City to cancel its mail with an invitation to "Visit the Dunes, Michigan City." If New York were thus to advertise its beauty spots and conventions envelopes would have to be the size of putting greens.

Synthetic silk from sea sand and chemicals to be made into shirts and cost almost nothing! Have the chemists no feelings? Thousands of wearers of silk shirts like them because they cost so much.

Magic Glasses.

A green silk ribbon in the sun,
A veil of silver lace,
A lustrous pearl, a red rosette,
A plume of moving grace,
A little spinning-wheel at rest,
A plane about to fly,
A dancer in a crimson skirt
That gayly waltzes by.

A blade of grass, a spider's web,
A drop of limpid dew,
A dahlia, a goldenrod,
An aster purplish blue,
A butterfly, an autumn leaf—
Thus Fancy's glasses change
A foot or so of common ground
In something rich and strange.

MINNA IRVING.

Raisins and Reasons.

Present Conditions Make Rice Pudding Harder to Achieve.

To THE NEW YORK HERALD: Concerning your editorial article "Raisins and Reasons" let me say that I too, though an obscure and Volstead abiding citizen, have noted the shortage in raisins.

One morning not so long ago I sent my maid on several errands; included on the list was the purchase of a package of raisins. To my mind it was an innocent order—raisins, merely an ingredient of rice pudding.

The maid returned, much exasperated, having tried three different shops, all to no avail: "All out of raisins; would currants do?" "No." To my unperturbed Volsteadic mind this seemed odd. I sent her out again on the quest. This time she returned, a most sorely vexed young woman:

"Sure, an' didn't he look at me funny, an' he says, 'If you want the raisins as bad as all that, my girl, you can have the box I put by for me own use—cost you 40 cents, though!' I bought 'em, ma'am. Sure, he's one profiteer. An' why did he look at me so? Ain't he never eat rice pudding?"

And then I understood.

DOROTHY WILDE MOON.

NEW YORK, October 3.

Disregarding the Clock.

Benjamin Franklin Cited by a Friend of Daylight Saving.

To THE NEW YORK HERALD: "L. F." writes that we can sleep and also have time for breakfast now that daylight saving is over. If he and others like him followed the example of the founders of this country instead of an arbitrary mechanical device like a clock we would be a healthier nation.

When on a mission to England Benjamin Franklin called on a Government official at 7 A. M. and was told he would have to return at 9. When asked by the official why he came so early he replied "In America we burn daylight." Something opponents of daylight saving are trying to get away from. J. W.

ATLANTIC CITY, N. J., October 3.

The Heart of the Matter.

Employers Asked to Make Jobs While Employees Threaten to Quit.

To THE NEW YORK HERALD: Your editorial article on "The Heart of the Matter" hits the nail on the head. It is the only answer to the unemployment question. Every Government official and labor union leader ought to have a copy of it.

I cut out two headlines from the same paper in which the article was printed. One headline said "Trainmen's Strike Vote 90 Per Cent."; the other said "Jobs for 2,000,000 Sought in a Hurry." How can honest employers be asked to make jobs for the workmen when 186,000 well paid railroad men threaten to walk out? Will the crippled railroads be in a position to move the merchandise which the manufacturer is asked to put out with no chance of selling it?

NEW YORK, October 3. P. A.

Labor, Rents and Matrimony.

To THE NEW YORK HERALD: Your article under the heading "The Heart of the Matter" is not fair, in my opinion.

There are some few isolated cases where it has been proved that the demands of organized labor are unreasonable, but the greater percentage are justifiable. In your article you say that if labor would accept lower wages an improvement would be noticed immediately. But what connection has labor with rents? How can anybody reasonably expect labor to accept wages that will not meet the exorbitant rents of to-day? To my mind the quickest, most positive way to get back to good times or normalcy is to start at rents. When one can obtain living quarters for the equivalent of a week's salary as before the war I am certain labor will fall in line.

What are the facts in the matter of taxation? Mr. Public is tired listening to landlords blaming high taxes; if taxation is responsible, why not attack in that direction?

I do not belong to the labor class that has been earning the high wages but am an American young man who has been endeavoring to get married for nearly two years and thus far I have been prevented from accomplishing my desire solely because of high rents. I will wager that there are thousands of other young men like myself who will not marry because they are afraid the good ship matrimony will strike a reef.

W. CLARENDON.

BROOKLYN, October 3.

As to a Selling Drive.

Wall Street Finds People Reluctant to Buy on a Falling Market.

To THE NEW YORK HERALD: The unemployment conference now being held in Washington has suggested as one remedial measure that all the business machinery of the country be speeded to bring about what may be termed a selling drive. This to apply to producers, wholesalers, jobbers and retail merchants.

It is a fact well known in Wall Street that a large majority of the public are not inclined to buy on a falling market for the obvious and very sane reason that they expect, sometimes mistakenly, prices to fall still lower.

The evident reluctance of the buying public to fill their commercial maximum requirements, either from the wholesale or retail stores, at the present time may well be attributed to a similar reasoning. Prices on most commodities have fallen gradually, and the public have the thought that there may be a further recession of which they would like to take future advantage.

A man who has paid gladly $1,900 for an automobile listed at $2,000 is apt to be dissatisfied if he sees the same car advertised two months later for $1,750.

While for economic reasons it would be impossible for sellers, whether producers or wholesale or retail merchants, to guarantee prospective buyers on all their lines against a further reduction in prices asked, it would seem that where possible such a provision should be adopted, so that in the contemplated selling drive hesitating purchasers would be protected from any further revision in price for a definite period of say six months.

I am convinced that such action generally adopted would result in a trade movement powerful enough to overcome the commercial inertia presently existing and furnish the incentive for a buying drive without which any selling drive must of necessity be doomed to failure. A. WALPOLE CRAIGIE.

NEW YORK, October 3.

As Diagnosed in Texas.

From the Dallas News.

As we understand Russia's predicament, the only thing wrong is everything.

Lord Pirrie Among To-day's Seagoers

Dr. A. H. Rice and F. Shelton Farr, Who Is to Wed Miss Banks, Also to Sail.

Lord Pirrie, who came from England last week for a consultation here on the Mexican oil situation, will start back to-day by the Aquitania, accompanied by Lady Pirrie. Another passenger will be Mr. F. Shelton Farr, son of Mr. and Mrs. John Farr of 14 West Tenth street, who, on October 20, will marry Miss Eleanor Banks of Trimly, Suffolk, England. Soon afterward they will return to America and live in New York.

Dr. and Mrs. Alexander Hamilton Rice, who passed the summer in Newport, also go abroad by the big Cunarder with the intention of being abroad several months and of passing part of the winter in Egypt.

Others who will sail by the Aquitania will be Mr. and Mrs. Myron I. Borg, Mr. and Mrs. L. A. Crichton, Mrs. Delos W. Cooke, Lady MacKay Edgar, Mr. Peter Fletcher of Lamb, Finlay & Co., Mr. M. R. Gano of Philadelphia, Mr. W. C. Gough, formerly chief inspector Scotland Yard; Mrs. Gough, Mr. Joel Hillman, Mr. and Mrs. Frederick Housman, Count Mercati, Countess E. Moroni, Mrs. Guy Norman, Baroness Pfluge, Mr. George H. Phelps of Dodge Brothers of Detroit, Mrs. Dodge, Mr. and Mrs. W. S. Pitcairn, Mr. and Mrs. James B. Regan, Mr. and Mrs. Avery Robinson, Mr. and Mrs. Samuel Schwarzchild, Mr. James Simpson of Marshall Field & Co., of Chicago, Mrs. Simpson, Mr. Frank S. Turnbull, president of Rogers, Peet & Co., Mrs. Turnbull, Mrs. Henry Devereux Whiton, Lady Wimble, Mr. Leslie Wimble, Mrs. Clarence G. Campbell, Mr. and Mrs. Norman B. Chapin, Lieut.-Col. John A. Hughes, Capt. C. H. Harlow, U. S. N.; Mrs. Harlow, Mr. and Mrs. Duncan P. Forbes, Mr. and Mrs. T. Ridgeway Macy, Mr. and Mrs. George L. Shearer and Mr. Nathaniel Thayer.

Another outgoing liner to-day will be the George Washington. Among the passengers will be Countess E. Taveggi, Countess A. Taveggi, Capt. and Mrs. Maynard Miller, Mr. and Mrs. John S. Lalor, Mrs. C. W. Fletcher, Mr. and Mrs. Arthur E. Bensen, Mr. and Mrs. Arthur E. Boas, Mr. and Mrs. Conrad Buhler and Mr. and Mrs. Charles A. Bigelow.

Mr. and Mrs. Giuseppe Catalani arrived yesterday by the Commewyne from South America, and are at the Ritz-Carlton for a few days before going to Washington to visit Mrs. Henry F. Dimmock, mother of Mrs. Catalani.

Mr. and Mrs. Sidmon McHie of 18 West Fifty-third street will be passengers on board the Paris to-morrow. They will travel in Spain and Italy until Christmas, when they will return to New York.

AMERICANS SAIL FOR HOME.

Robert Underwood Johnson Among Passengers on the France.

Special Cable to THE NEW YORK HERALD.
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New York Herald Bureau, Paris, Oct. 3.

Among those sailing from Havre to-day aboard the steamship France of the French Line for New York were Robert Underwood Johnson, formerly American Ambassador to Italy, and Mrs. Johnson; Abram Poole, artist, and Mrs. Poole of New York; Judge and Mrs. Jacob S. Strahl of Brooklyn, George Blumenthal of Paris and New York, Mr. and Mrs. E. V. Price and John F. Bass of Chicago, Mrs. S. Oppenheimer, Mrs. Cornelius Tiers, Mr. and Mrs. M. H. Havermyer and Col. and Mrs. Charles E. Jacques and daughters, Misses Hallie and Annie Jacques, all of New York.

TABLET TO OLD SEA FIGHTER.

Navy Hero of the Frigate Constitution Honored.

PORTLAND, Me., Oct. 3.—A bronze tablet commemorating the valor of Henry Wadsworth of the United States Navy, who served on the old frigate Constitution under Commodore Edward Preble, and Alexander Scammel Wadsworth, a Commodore in the navy, was unveiled here to-day by the national society, United States Daughters of 1812.

Presentation of the tablet, which was placed in the rooms of the Maine Historical Society, was made by Mrs. George F. Walker of this city, chairman of the memorial committee. It was accepted by Kenneth C. M. Sills, president of Bowdoin College, who is vice-president of the Historical Society.

Fate.

From the Kansas City Star.

Sometimes my restless soul will beat its wings
Against the cage life's duties have imposed,
And long to burst its bars and soar away
Until the gates of destiny are closed.

Sometimes, alas, I cannot see the need
To kiss the cross and bend beneath its load,
But long to travel selfishly and free
Along the beaten highway of life's road.

But time has taught me he who profits most
Struggles the least against the bars of Fate,
And learns to sing inside his little cage,
And knows that death will open up the gate.

VELMA WEST SYKES.

Back of Relativity.

Einstein's Search for the Law of an Ever Changing World.

To THE NEW YORK HERALD: With reference to the letter of Mr. Phillips on ethics and relativity, it is quite true that there is a world of relativity behind phenomena. As Huxley said, "We have to recognize the world of reality and the world of phenomena."

Einstein is trying to find some law which will explain the world of phenomena. This is impossible because the words "world of phenomena" mean that it is a world of changes and not a permanent world like the world of reality. All schools of thought, the religious, the scientific and the metaphysical, have steadily been changing for centuries in their concept of truth. This is because we all form a concept of the world of reality and we call that concept the material world.

We shall never thoroughly understand this material world because it is only a false sense of the real world. As Plato says, "This world which appears to the senses has no true being, but is only a ceaseless becoming; it is and it is not, and its comprehension is not so much knowledge as illusion."

A part of what we see is knowledge, because all the good, the love, life, wisdom, knowledge and beauty we see is part of the real world. Sin, disease, misery and suffering are caused by an imaginary mist of matter which hides the world of reality from us but which is rapidly now disappearing through the particles of matter short circuiting themselves. As Dr. Le Bon, our leading physicist, says, all matter is disappearing; what there is at the back of it I do not know. F. L. RAWSON.

NEW YORK, October 3.

Japan's Debt to China.

The Two Nations Compared as Inventors and Discoverers.

To THE NEW YORK HERALD: Louis Seibold in one of the articles of his wonderful series on the Japanese question says very plainly that the Japanese look upon the Chinese as inferior to them. It would be a mistake to take the Japanese view seriously.

It would be easy to furnish evidence that the Japanese have absolutely no ground on which to base their idea of superiority. Japan has originated nothing. In art, literature, industry, many inventions and advances can be traced back and found to have been discovered by the Chinese. China has been giving out benefits to the human race for thousands of years. It would be very difficult for the Japanese to answer this question, "What useful thing have you given the world?"

There is a great difference between producing for mankind and making use of the productions of others. Even what the Japanese call their art can be traced back to Chinese origin. To my mind the facts are enough to convince anybody that the Japanese viewpoint should be reversed. EVERETT W. CARLSON.

BROOKLYN, October 3.

Children in Jails.

Steady Decline in the Number of Detentions in This State.

John S. Kennedy in National Humane Review.

It is gratifying to note that the practice of confining children in jails, even temporarily as permitted by law, has shown a steady decline in recent years. No statistics relating to the ages of prisoners in county jails are available earlier than 1905. A study of the annual reports of the commission from that date to the present time reveals the following interesting comparisons: In 1905, with sixty-six jails reporting to the commission, forty-six reported that children under the age of 16 years had been detained therein during the year. During 1910 the number reporting children of these ages confined dropped to forty-one, while in 1920, with practically the same number of jails as in 1905, but fourteen reported that juveniles had been detained during the year.

The total number of children confined has also shown a steady decline from year to year. In 1905 the number of juveniles confined in the county jails was 1,218, or over 3.4 per cent. of the jail population for the year. During 1920 the number of children detained in the jails was 121, or less than seven-tenths of one per cent. of the total commitments for the year. The greatest number of children confined in any one jail during 1920 was thirty-two, as compared with 1905, when in one instance 458 children were confined in one jail during the year and 391 in another. The foregoing figures show conclusively that while the ideal has not been reached a vast improvement has taken place.

The causes of this improvement have been many, but doubtless the chief factor has been the awakening on the part of the public and the committing magistrates to the injustice to the individual child and the danger to the State which may result from placing upon a boy or girl the stigma of having been confined in jail. How often has a boy been placed in jail as a result of some boyish prank which went a little further than it was intended or expected to go? To place such a lad in jail and subject him to the contaminating influences of the jail environment and to the ridicule and gibes of thoughtless persons was often more of a crime than that committed by the boy.

Detention homes are now established in most large communities and the magistrates in these places and in the surrounding territory invariably take advantage of the law which permits temporary commitment of juveniles to such homes. Perhaps the nearest approach to the ideal method of handling cases of juvenile delinquency is that in vogue in New York city. Under the provisions of the New York city children's courts law children charged with juvenile delinquency may be paroled in custody of the parents and except in cases where the child is held on a charge amounting to a felony the child may be discharged on the recommendation of the probation officer without the child ever appearing in court.

Even in those communities where detention homes are maintained it is occasionally necessary to send juveniles to jail. This happens infrequently and only in instances of apparent incorrigibility where some boy or girl has persistently and maliciously violated the rules of the institution. No child is ever transferred from a home to a jail until all of the authorities—public and private—have tried by every means in their power to bring the child to a realization of the consequences of his or her continued misconduct. Cases of this nature no doubt require psychopathic treatment, but until the day when psychopathic wards have been established in all localities the jail will be the only place of detention available. There can be no question as to the good, which has resulted from the more enlightened and humane manner of treating juvenile delinquency, and it is believed that within a few years at the most the practice of placing children in jails will be as obsolete as the use of the pillory and the stocks.

Pilfering by Automobilists.

To THE NEW YORK HERALD: In regard to the complaints of misconduct made against parties travelling in automobiles, an acquaintance of mine who has a farm near Marlboro informed me that up to September 10 he had lost 2,500 ears of corn, to mention but one product looted by auto campers or auto riders. A. V. CHAPEL.

BROOKLYN, October 3.

Exposing an Ozark Miscreant.

Baker Creek correspondence Russellville Courier.

The last item in the Baker Creek news last week was forged. Some thief broke the letter after it was mailed. The one that did that is worse than a heathen. I would rather live by a man that would come to my place in the night and steal what I had than to live by one of that kind.

They Are All There.

Webb City correspondence Ozark Spectator.

Hello! Mr. Editor. I guess by now lots of folks think Webb City is not on the map, but they are badly off. Lots of good people here. Some of them will actually leave their own work undone to attend to other folks' business.

Daily Calendar

THE WEATHER.

For Eastern New York—Fair to-day and to-morrow; cooler to-day; fresh to strong northwest winds.

For New Jersey—Fair to-day and to-morrow; cooler to-day; moderate fresh northwest winds.

For Northern New England—Cloudy and cooler to-day; probably rain in Maine; to-morrow fair; moderate fresh west winds.

For Southern New England—Fair to-day and to-morrow; cooler to-day; fresh west winds.

For Western New York—Generally fair to-day and to-morrow; cooler in east portion to-day; rising temperature to-morrow; moderate to fresh northwest winds.

WASHINGTON, Oct. 3.—The disturbance that was central over Arkansas Sunday night moved rapidly northeastward to the St. Lawrence Valley with increasing intensity, and it was attended by rains almost generally east of the Mississippi River. Fair weather prevailed Monday west of the Mississippi River, except for local rains in Louisiana and southern Texas.

Cooler weather overspread the lake region, the great central valleys and the west Gulf States Monday, while there was a marked rise in temperature in the far northwest under the influence of a disturbance that is moving southeastward from Alaska.

Generally fair weather will prevail to-morrow and Wednesday east of the Mississippi River, except that rain will probably continue in Maine Tuesday. The temperature will be lower in the Atlantic States and along the east Gulf coast, while it will rise slowly in the upper lake region Tuesday and throughout the lake region, the Ohio Valley and Tennessee Wednesday.

Observations at United States Weather Bureau stations, taken at 8 P. M. yesterday, seventy-fifth meridian time:

Stations.	Temperature. last 24 hrs. High.	Low.	Barometer.	Rainfall last 24 hrs.	Weather.
Abilene	82	58	30.02	...	Clear
Albany	60	52	29.66	...	Clear
Atlantic City	70	66	29.54	1.10	Cloudy
Baltimore	66	64	29.60	.24	Clear
Bismarck	64	54	30.10	...	Cloudy
Boston	72	63	29.52	.52	Cloudy
Buffalo	60	52	29.66	.14	Clear
Cincinnati	62	54	29.96	...	Clear
Charleston	86	78	29.74	.64	Rain
Chicago	56	46	29.94	...	Cloudy
Cleveland	58	56	29.74	.06	Cloudy
Denver	72	44	30.06	...	Pt. Cl'dy
Detroit	58	52	29.78	...	Clear
Galveston	86	76	29.94	...	Cloudy
Helena	78	42	30.06	...	Clear
Jacksonville	84	76	29.84	...	Clear
Kansas City	68	48	30.04	...	Clear
Los Angeles	72	62	30.02	...	Cloudy
Milwaukee	54	42	29.92	...	Clear
New Orleans	88	76	29.90	...	Cloudy
Oklahoma	"4	50	30.08	...	Clear
Philadelphia	68	64	29.58	.12	Cloudy
Pittsburgh	64	52	29.76	.01	Cloudy
Portland, Me.	62	56	29.58	.56	Rain
Portland, Ore.	76	52	30.00	...	Clear
Salt Lake City	72	48	30.06	...	Clear
San Antonio	82	64	29.78	.02	Clear
San Diego	64	62	29.98	...	Cloudy
San Francisco	68	58	29.96	...	Rain
Seattle	68	46	30.08	...	Clear
St. Louis	62	50	30.00	...	Clear
St. Paul	52	38	30.08	...	Clear
Washington	68	60	29.62	.14	Clear

LOCAL WEATHER RECORDS.

	8 A. M.	8 P. M.
Barometer	29.18	29.35
Humidity	84	90
Wind—direction	S.	W.
Wind—velocity	18	12
Weather	Cloudy	Cloudy
Precipitation	T.	.21

The temperature in this city yesterday, as recorded by the official thermometer, is shown in the annexed table:

8 A. M...66	1 P. M...65	6 P. M...65
9 A. M...65	2 P. M...65	7 P. M...64
10 A. M...66	3 P. M...64	8 P. M...64
11 A. M...68	4 P. M...64	9 P. M...64
12 M......68	5 P. M...65	10 P. M...63

	1921.	1920.		1921.	1920.
9 A. M.	65	57	6 P. M.	65	65
12 M.	68	65	9 P. M.	64	59
3 P. M.	64	68	12 Mid.	63	57

Highest temperature, 68, at 11 A. M.
Lowest temperature, 63, at 3:30 A. M.
Average temperature, 66.

EVENTS TO-DAY.

Viscount Bryce will be chief guest at a luncheon, Merchants' Association, Hotel Astor, 12:30 P. M.

The Woman's Republican Club will hold a reception in honor of Mr. and Mrs. Henry H. Curran, Plaza Hotel, 3 P. M.

Rotary Club, dinner and meeting, Hotel McAlpin, 6:15 P. M.

New York Press Club, meeting, 21 Spruce street, 4 P. M.

International Acetylene Association, convention, Hotel Commodore, all day.

Shipping Board will conduct public hearing on the new agreement between the International Mercantile Marine Company and the British Government, 44 Broadway, afternoon.

Women's Health Protective Association, meeting, Hotel Astor, 2 P. M.

National Association of Chair Manufacturers, meeting, Waldorf-Astoria, 10 A. M.

New York Chapter, United Daughters of Confederacy, meeting, Hotel Astor, 10:30 A. M.

Delta Upsilon Fraternity, luncheon, Cafe Boulevard, 1 P. M.

National Wholesale Grocers, Association, meeting, Waldorf-Astoria, 10 A. M.

Entomological Society, meeting, American Museum of Natural History, Seventy-seventh street and Central Park West, 8 P. M.

PUBLIC LECTURES TO-NIGHT.

MANHATTAN AND THE BRONX.

"Trend of the Times," by Prof. William B. Guthrie, at Wadleigh High School, 115th street, west of Seventh avenue.

"Plays of the Hour," by Miss Ada Sterling, at New York Public Library, 759 East 160th street, The Bronx.

"The Italian in America," by John Horace Mariano, Public School 66, Eighty-eighth street and First avenue.

"The Irish in America," by Miss Kathleen Mathew, at Public School 132, 182d street and Wadsworth avenue. Illustrated.

"The Spirit of '76," by Sydney N. Usher, at American Museum of Natural History, Seventy-seventh street and Central Park West.

Concert, by Miss Eleanor Patterson, assisted by Constance Karla and Meta Schumann, at Hunter College, Lexington avenue and Sixty-eighth street.

"Makers of America," by Miss Laura Sedgwick Collins, at Public School 16, 208 West Thirteenth street. Illustrated.

"The Russian in American Music," by Miss M. Josephine Wiethan, at Public School 56, 207th street and Hull avenue, The Bronx.

"The Influence of the Indian and Negro Upon American Music and Poetry," by Miss Sally Hamlin, at St. Anselm's Hall, 155th street and Tinton avenue, The Bronx.

AMERICANS IN PARIS.

Special Correspondence to THE NEW YORK HERALD.

PARIS, Sept. 19.—The following Americans are registered at the office of *The New York Herald of Paris*:

From New York—Cameron P. Hall, Mr. and Mrs. Lewis E. Welsh, Mrs. J. Eisenberg, Mrs. O. Hyams, Mrs. J. H. Storer, Mr. and Mrs. Louis M. Simson, Mrs. G. A. Cohen and son, S. Gerald Cohen, Mr. and Mrs. Michael Sallt, Mrs. E. M. Scognanville, the Rev. Dr. and Mrs. C. P. Fagnani, and J. B. Lithauer.

From other places—Mrs. Fanny Koshland, Philadelphia; Truman W. Brophy, Chicago; Mr. and Mrs. E. S. Harrington and Miss Anne Harrington, Shawnee, Okla.; A. de Haan, Pittsburgh; Edward H. Voegell and Miss E. C. Voegell, Memphis; L. C. Woodbridge, Norwalk, Conn.; Dr. John M. Steel, Cleveland; Marie A. S. Soule and Gordon A. Soule, Portland, Ore.; Mrs. E. A. Embrey, Louisville; Mrs. Anna M. Bondell, San Francisco; Mr. and Mrs. M. Marinoni, New Orleans; Mr. and Mrs. John J. Kincaid, Baltimore; Mrs. George C. Albee and Miss Grace Reed, South Orange, N. J.; O. S. Lee, Jr., Baltimore; S. N. Kirkland, San Antonio, Tex., and R. J. Hologren, St. Paul, Minn.

A. R. WATSON GOING ABROAD.

Archibald R. Watson, head of the law firm of Watson, Harrington & Sheppard, will sail for France to-morrow by the Paris of the French Line, accompanied by Mrs. Watson and Miss Nancy Watson. While abroad Mr. Watson will visit Germany. He will return in about six weeks. Mrs. Watson and her daughter will spend the winter in Paris, where Miss Watson will enter a French school.

VAN DYCK HELD AT BELFAST.

The finest of the Lamport & Holt fleet, the new 15,500 ton Van Dyck, which was to have left Belfast to-morrow on her maiden trip to this port, may not be able to enter the New York-South American service for some time because of labor troubles in Belfast.